

THE BOSTON GARDEN

BOSTON CIVIC DESIGN COMMISSION | SEPTEMBER 3, 2013



Copley Wolff Design Group
Landscape Architects & Planners



Boston Properties

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ARCHITECTS

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PROJECT SUMMARY

PROGRAM

The Project will redevelop the site on which the old Boston Garden stood along Causeway Street between The Rose Kennedy Greenway and the Thomas P. O'Neill Jr., Federal Building. The program for the project at full-build will contain approximately: 235,000 sf of retail; 25,000 sf of publicly accessible passage "Champions Row"; 40,000 sf of arena expansion; 560,000 sf of residential; 200,000 sf of hotel; 142,000 sf of flex office; 668,000 sf of office; and 800 underground parking spaces.

A retail base will include one basement level and four levels above grade. Major retail tenants may include a grocery store and pharmacy on the basement level, large restaurant(s) on the second level, and a cinema on the upper levels.

At the ground level, an approximately 25,000 sf publicly accessible concourse from Causeway Street to North Station will bisect the site. This multi-level concourse will serve as an entry to the North Station Commuter Rail and Amtrak platforms, an entry to the MBTA Orange and Green Lines, an entry to TD Garden, and an entry to various retail spaces flanking it.

The north side of the retail base will include an expansion of the TD Garden for expanded concessions and premium ticket holder elevator lobbies. Above the retail will be three new towers. On the west side of the site will be a residential tower with approximately 497 units. On the east side of the site will be an office tower with approximately 668,000 sf. In the middle will be a hotel containing approximately 306 rooms.

The project will provide off-street loading docks on the ground level to service the loading, recycling, and trash disposal needs of the various uses. The loading docks are internal to the building and are screened from view from public streets.

MASSING

The Project presents opportunity to enhance the public realm in both broad and localized contexts. In the broader context, the project will mark an important gateway into the city from the north while enhancing the termination of the Canal Street view corridor. In the local context, the Project will create a new entrance to North Station and the Boston Garden that is appropriate to the civic importance of the place while restoring an urban streetwall that was lost with the demolition of the old Boston Garden.

To organize the urban design strategy for the project, three primary Design Principles have been established; they are:

Design Principle 1: Canal Street is restored as the major pedestrian connection access through The Bulfinch Triangle, and the alignment of Canal Street establishes the pedestrian portal into North Station.

Design Principle 2: The infill of these blocks presents opportunity to create active streetscape along Causeway Street, "Champions Row", and the O'Neill Federal Building.

Design Principle 3: North Station is both portal into the City and edge of the urban grid. The configuration of tall towers should signal this edge condition.

The massing responds to the Canal Street axis and creates two distinct blocks which are connected by a glass volume that becomes the new entrance to North Station and Boston Garden.

The west block has a masonry base with retail uses on the basement through third levels. The masonry volume is punctuated by retail storefronts on each level that respond individually to the tenant's identity to provide diversity in the expression of the streetwall. Above the retail base, two towers rise. On the western edge, a slender glass and metal residential tower rises to 600 feet. On the eastern portion of the block, a glass and metal hotel tower rises to 320 feet.

The east block has a masonry base with retail and flex office uses. Above the base, a glass and metal office building rises to 420 feet. At the southwest corner of the block, the masonry volume is pulled away and the office building geometry extends to the ground.

ZONING

The Project is to be located on land containing approximately 2.8 acres and located at 80 Causeway Street (the "Property"). A summary of the provisions of the Boston Zoning Code (the "Zoning Code") that are applicable to the Project is set forth below.

Zoning Districts

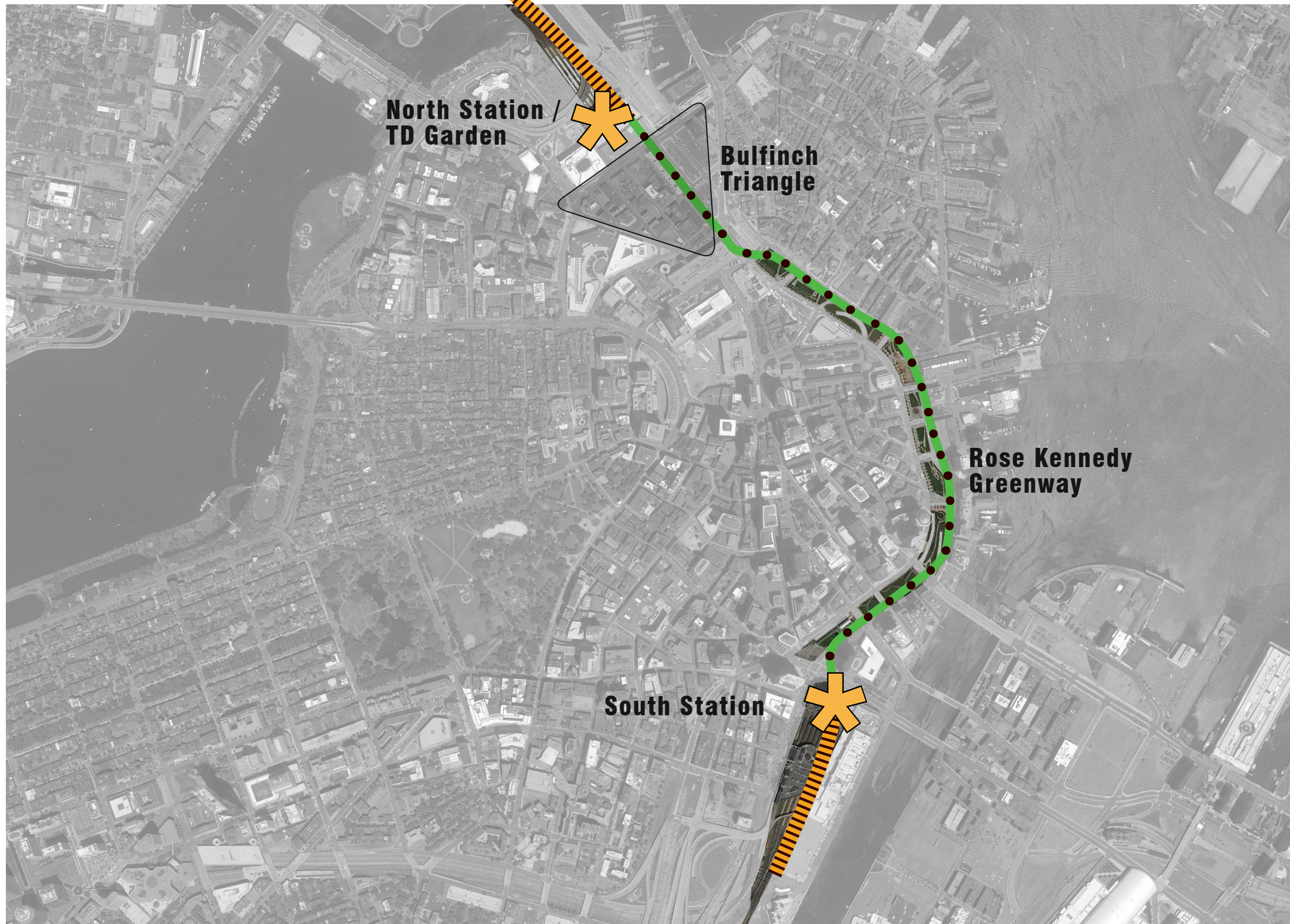
According to the map entitled, "Map 1B North Station Economic Development Area," effective September 19, 2003 (the "Zoning Map"), the property is located in the New Boston Garden Development Area of the North Station Economic Development Area. The Zoning Map also indicates that the property is located in an area where Planned Development Areas may be permitted. The property is located within the Restricted Parking Overlay District, but is not located within the Groundwater Conservation Overlay District.

Permitted Uses

The property is subject to Article 39-12.2 of the Zoning Code, pursuant to which office, residential, retail, and hotel uses are allowed as of right.

Dimensional Regulations

Pursuant to Article 39-6 of the Zoning Code, the Project is subject to a height limit of 400 feet and an FAR of 11, but the Project is not subject to any other dimensional requirements under the Zoning Code. Certain portions of the Project are expected to exceed the maximum height limit of 400 feet, and the Project as a whole is expected to exceed the maximum FAR of 11. Therefore, the Proponent will be seeking permission to deviate from these requirements.

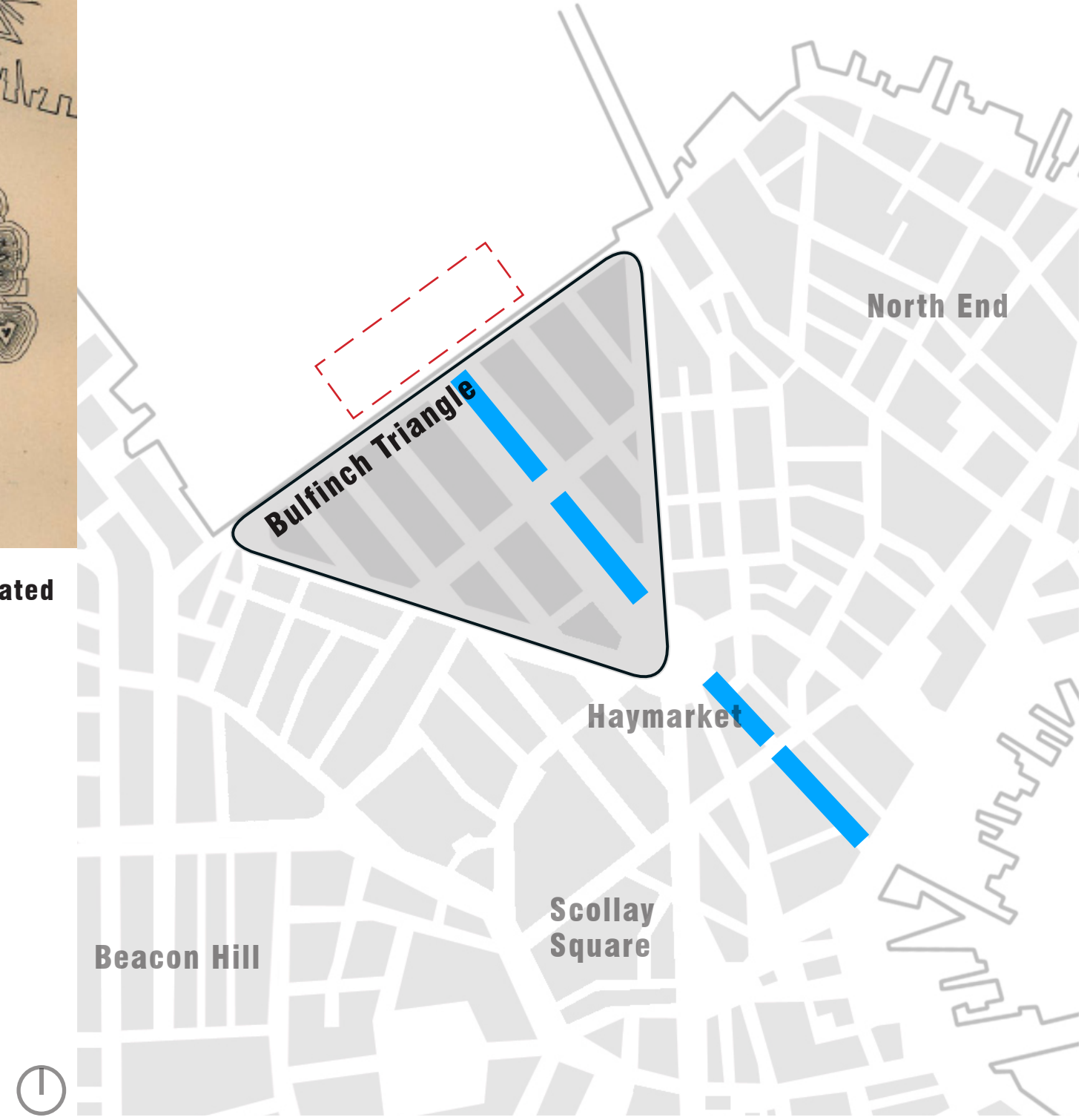


North Station is one of the two major mass transit portals into the City of Boston with 50,000 guests making daily commuter trips. It is also the head of the Greenway at the edge of the Bulfinch Triangle and the edge of the urban grid.

The North Station to South Station Connection



ca 1815 Mill Pond infilled, canal and Bulfinch Triangle created



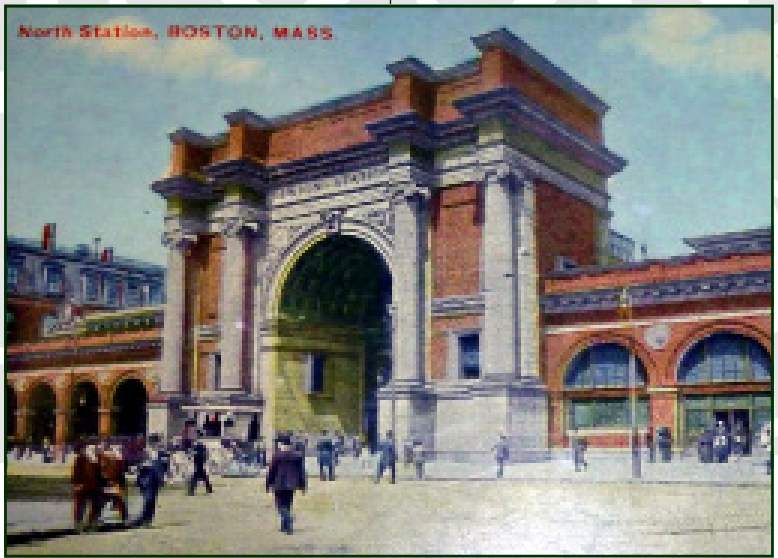
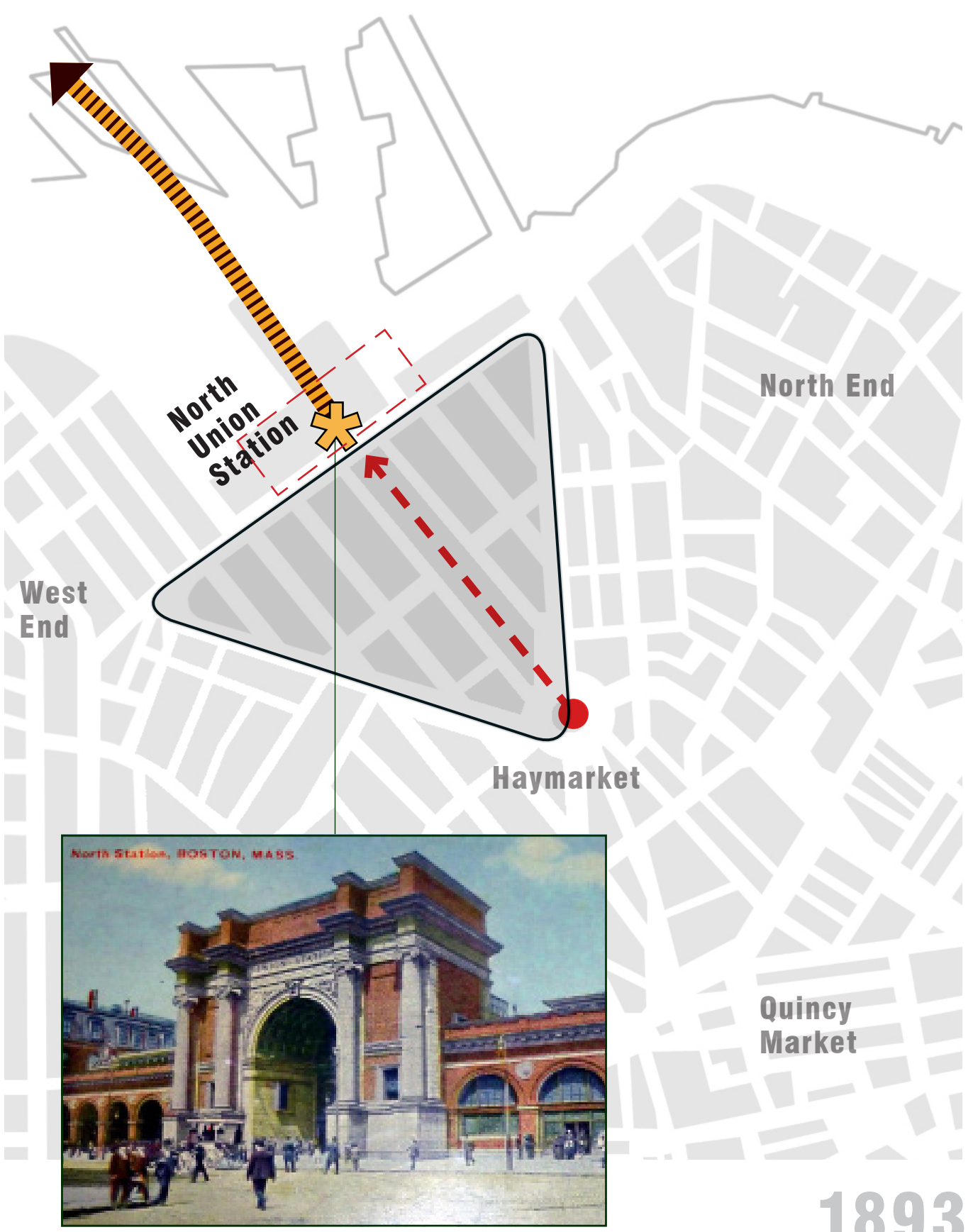
Canal
Site

1815
CANAL ERA

Context History - ca 1815



- ca 1815 Mill Pond infilled, canal and Bulfinch Triangle created
- ca 1850 Railroad constructed
- ca 1893 North Union Station opens



1893 RAILROAD ERA

Context History - ca 1893



- ca 1815 Mill Pond infilled, canal and Bulfinch Triangle created
- ca 1850 Railroad constructed
- ca 1893 North Union Station opens
- ca 1901 **Boston Elevated Railway (Orange Line) opens**
- 1912 **Green Line opens (elevated)**
- 1927 **Boston Garden opens**

Context History - 1927

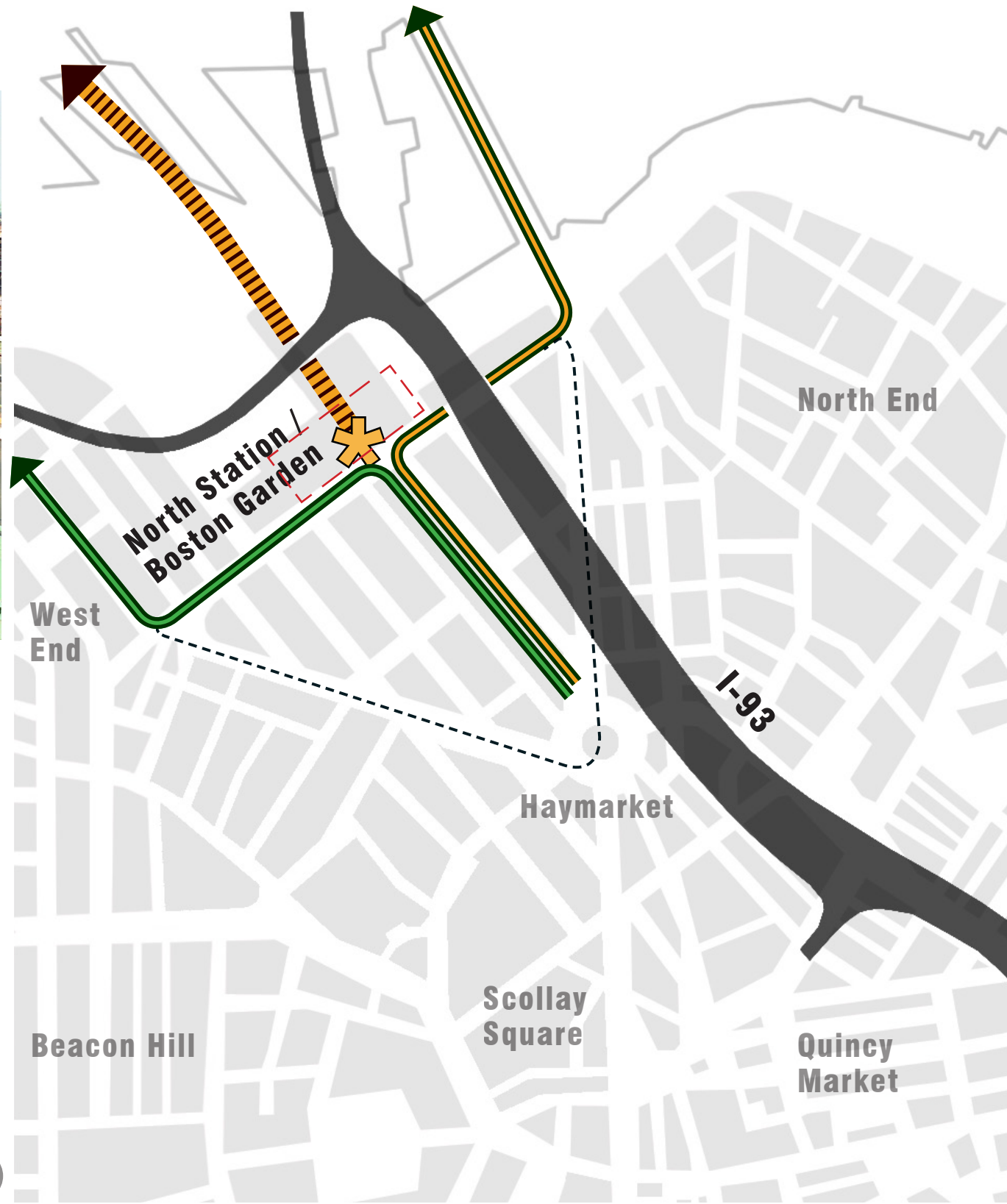


-  Railroad
-  Elevated Rail
-  Site

1927
ELEVATED RAIL ERA



- ca 1815 Mill Pond infilled, canal and Bulfinch Triangle created
- ca 1850 Railroad constructed
- ca 1893 North Union Station opens
- ca 1901 Boston Elevated Railway (Orange Line) opens
- 1912 Green Line opens (elevated)
- 1927 Boston Garden opens
- 1954 I-93 opens (elevated)**



Railroad
 Elevated Rail
 Site

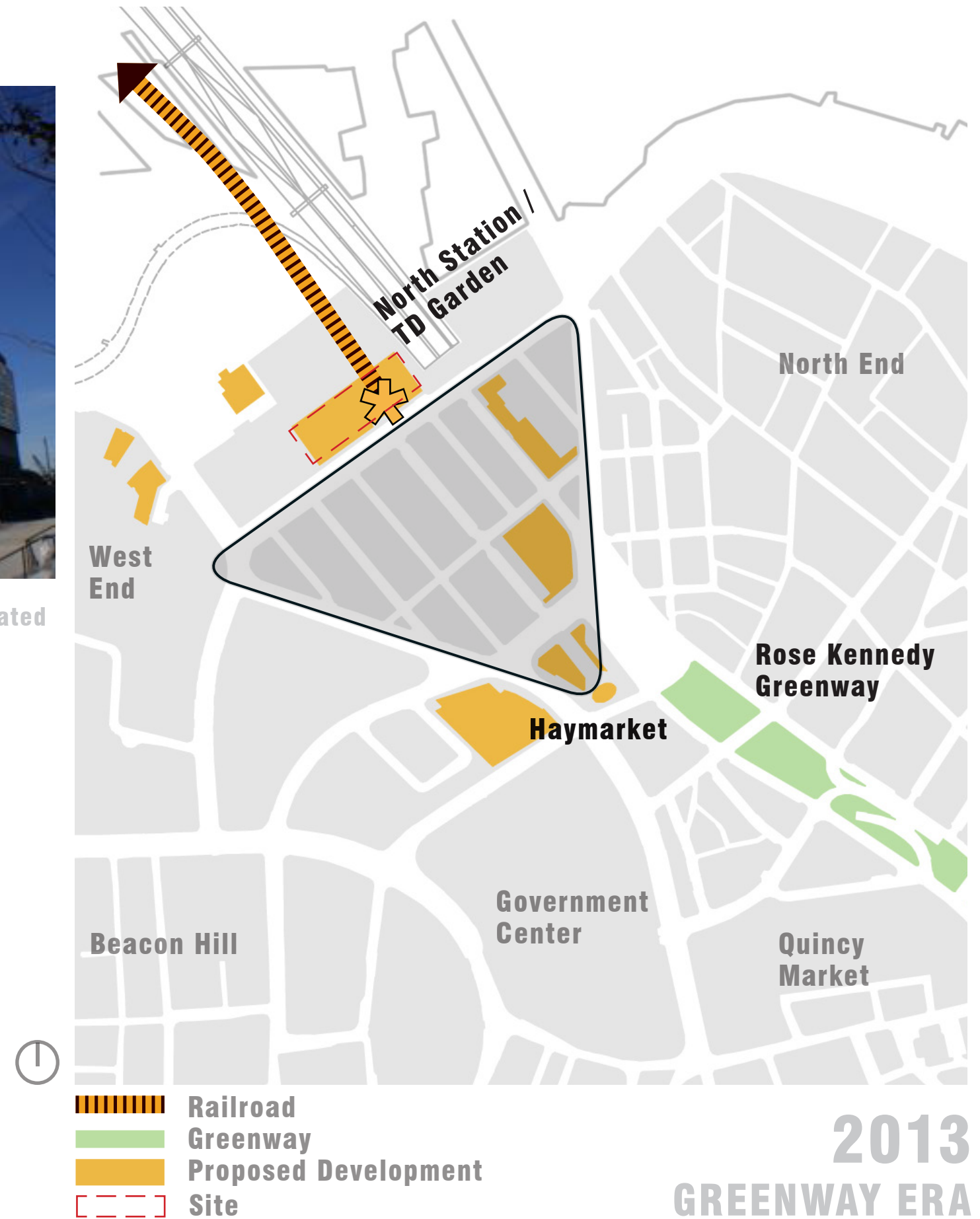
1954
INTERSTATE ERA

Context History - 1954



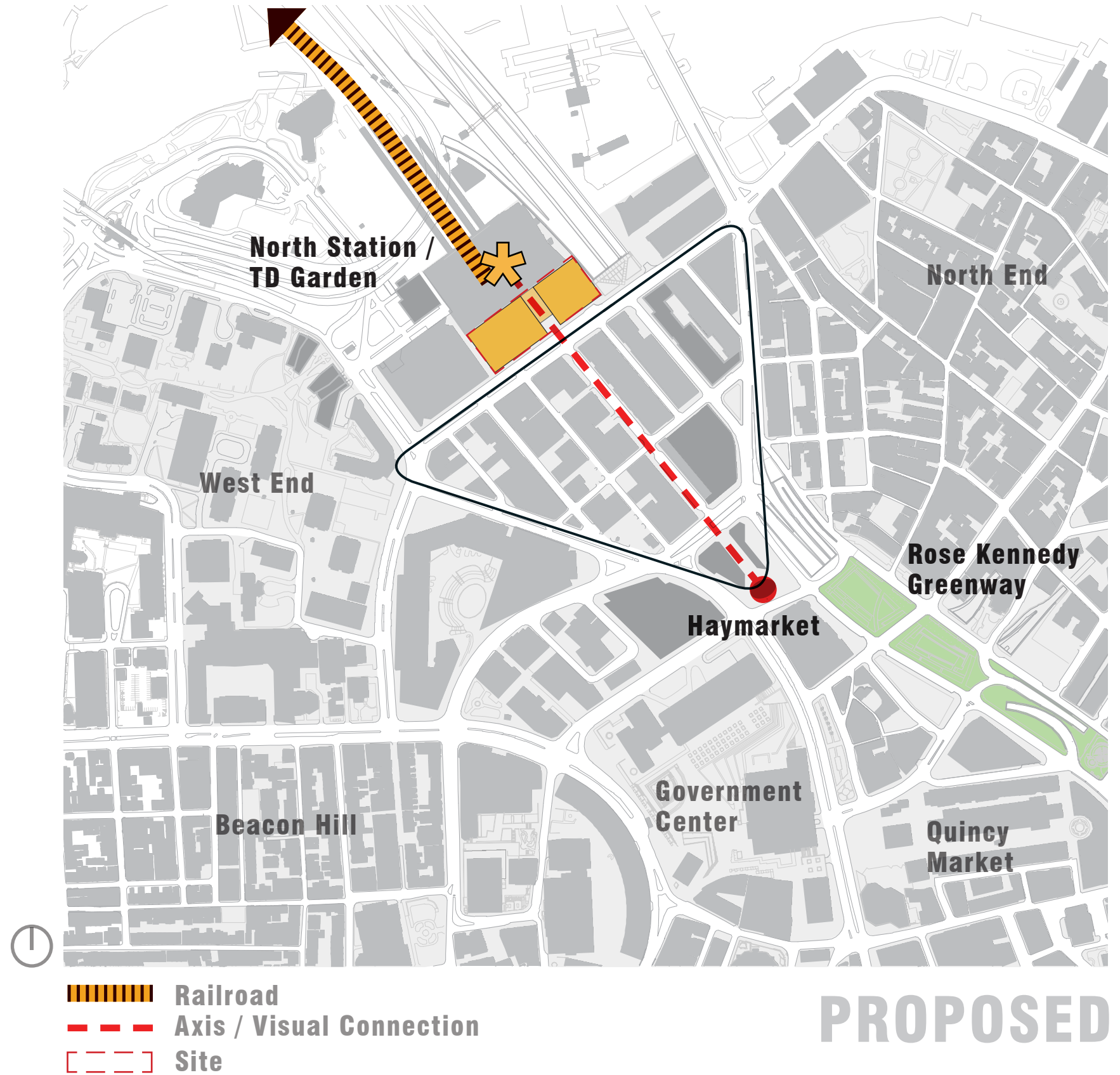
- ca 1815 Mill Pond infilled, canal and Bulfinch Triangle created
- ca 1850 Railroad constructed
- ca 1893 North Union Station opens
- ca 1901 Boston Elevated Railway (Orange Line) opens
- 1912 Green Line opens (elevated)
- 1927 Boston Garden opens
- 1954 I-93 opens (elevated)
- ca 1974 Orange Line relocated below street
- 1995 Fleet Center opens (now TD Garden)
- 1998 The Garden demolished
- 2003 I-93 relocated below Greenway and Green Line relocated below street

Development Context - 2013



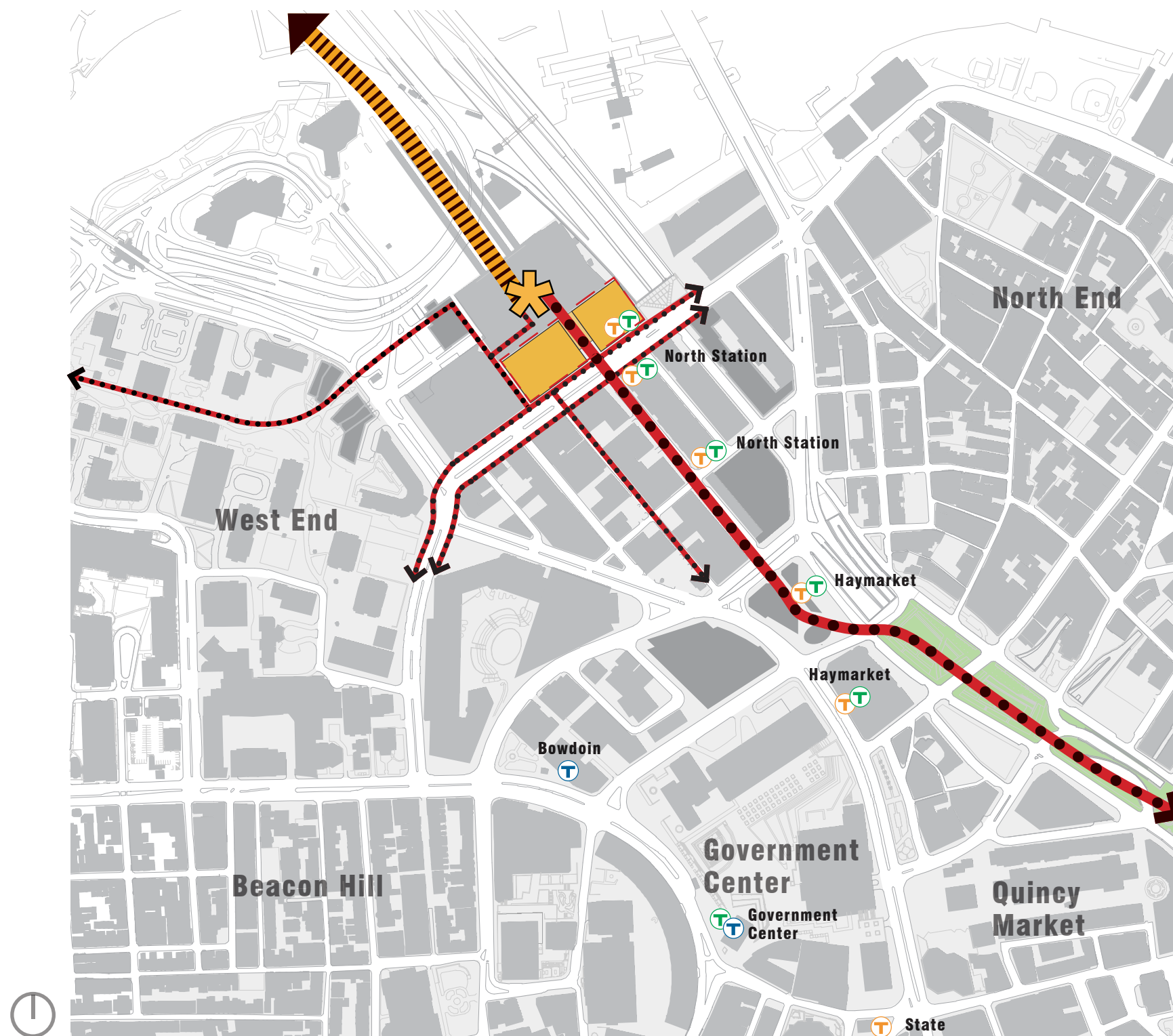
**2013
GREENWAY ERA**

- * Strong visual connection between North Station and Haymarket
- * Bulfinch Triangle Restored
- * Two new blocks separated by new North Station entry



PROPOSED

Connection to Haymarket and Greenway



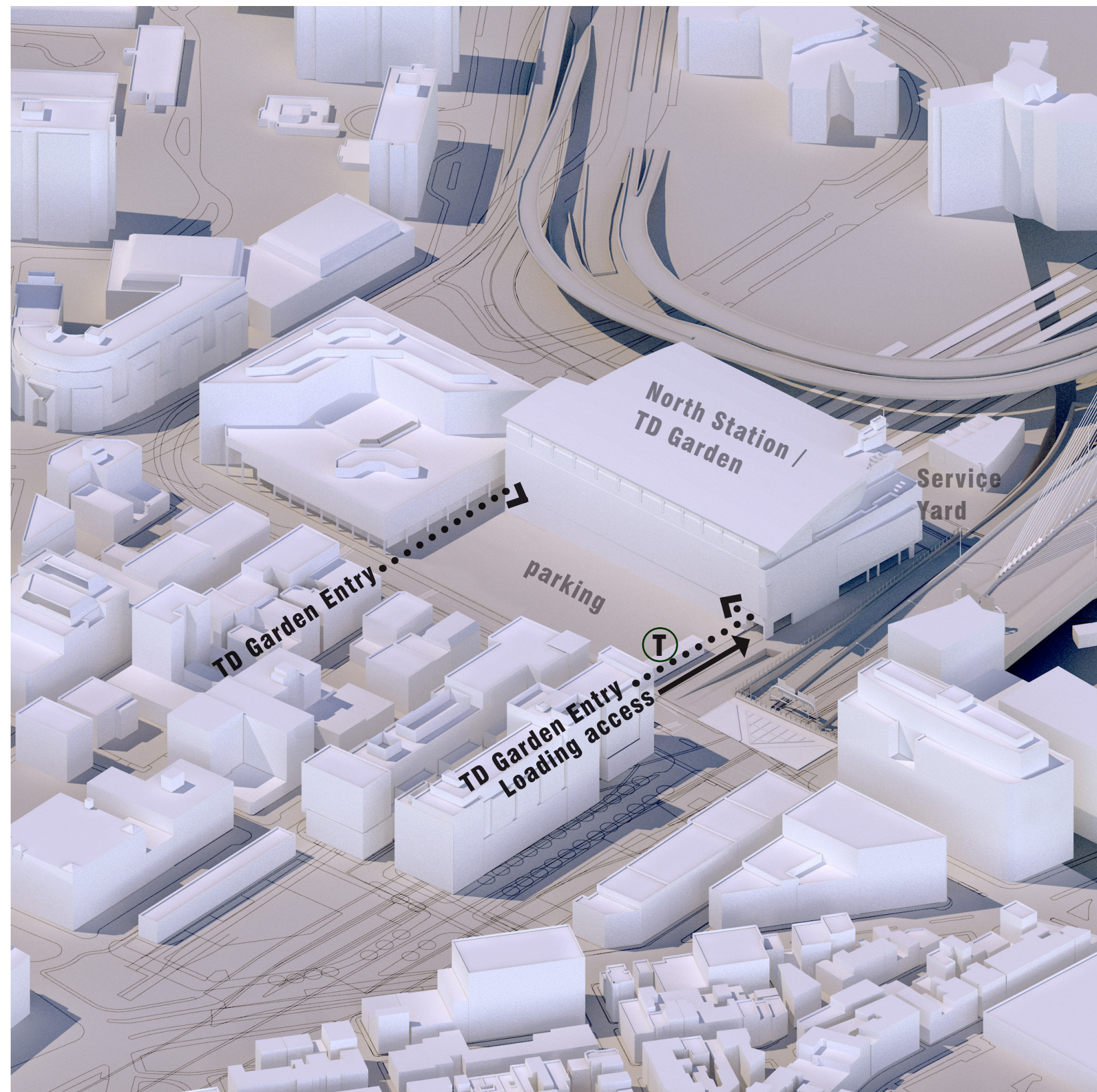
* Pedestrian connection from Greenway to North Station

* North Station pedestrian connections to West End, Beacon Hill, North End, Government Center, and Quincy Market enhanced

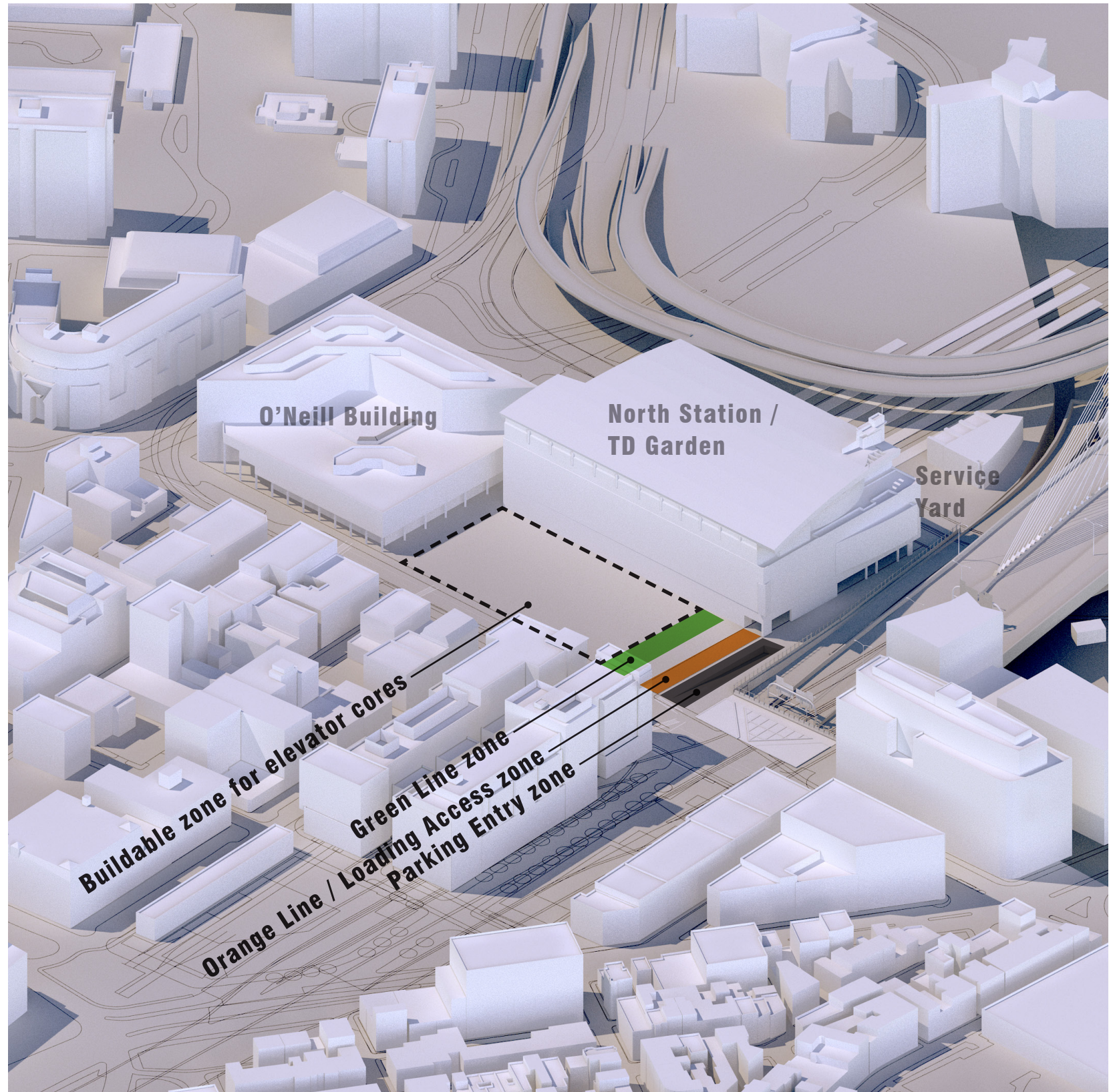
Primary Pedestrian and Train Access



Vehicular Circulation

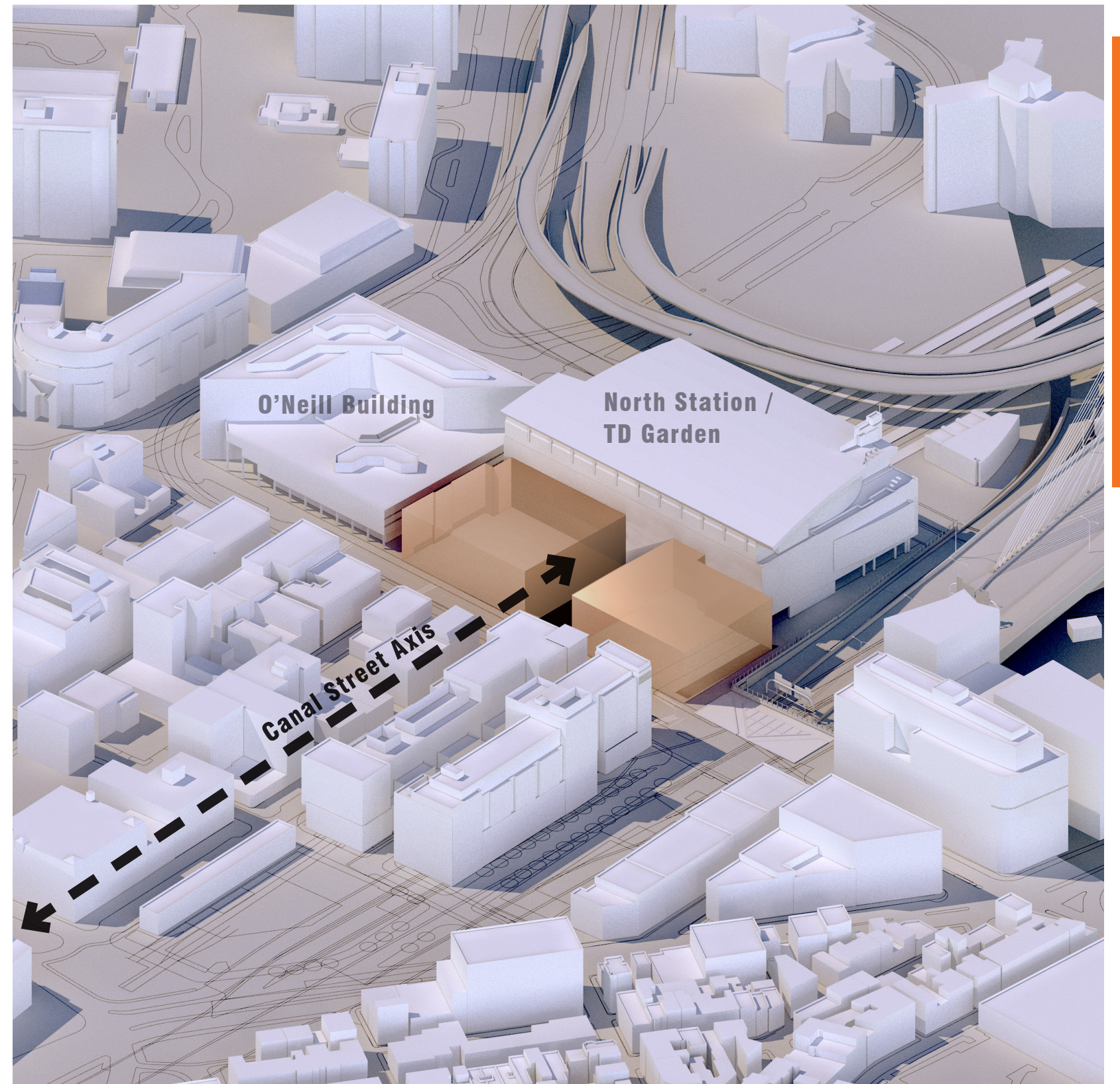


Existing Massing Context

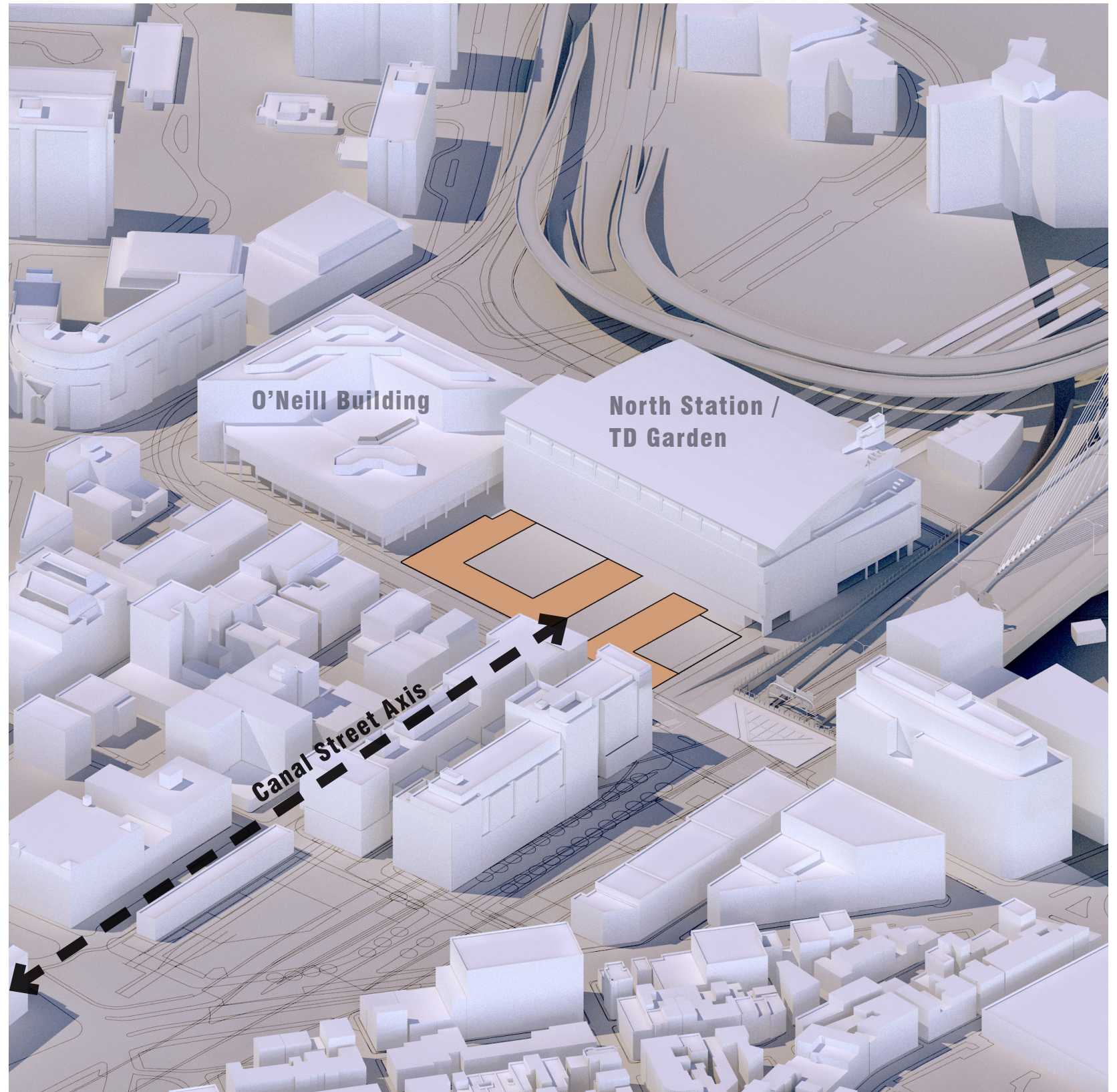


Massing Constraints

Design Principle 1:
Canal Street is restored as the major pedestrian connection access through The Bulfinch Triangle, and the alignment of Canal Street establishes the pedestrian portal into North Station.



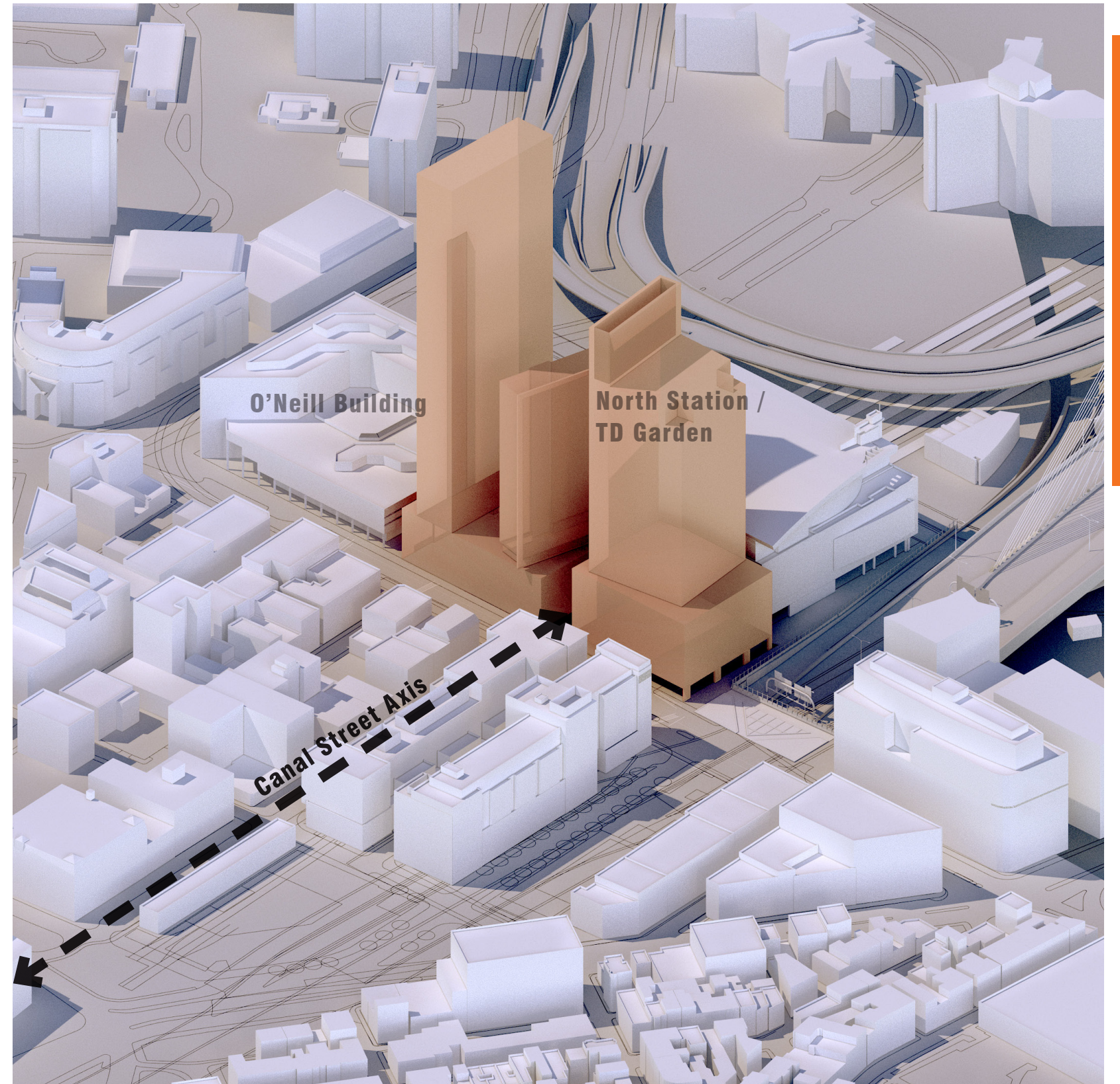
DESIGN PRINCIPLE 1



Design Principle 2:

The infill of these blocks presents opportunity to create active streetscape along Causeway Street, “Champions Row” and the O’Neill Building passageway

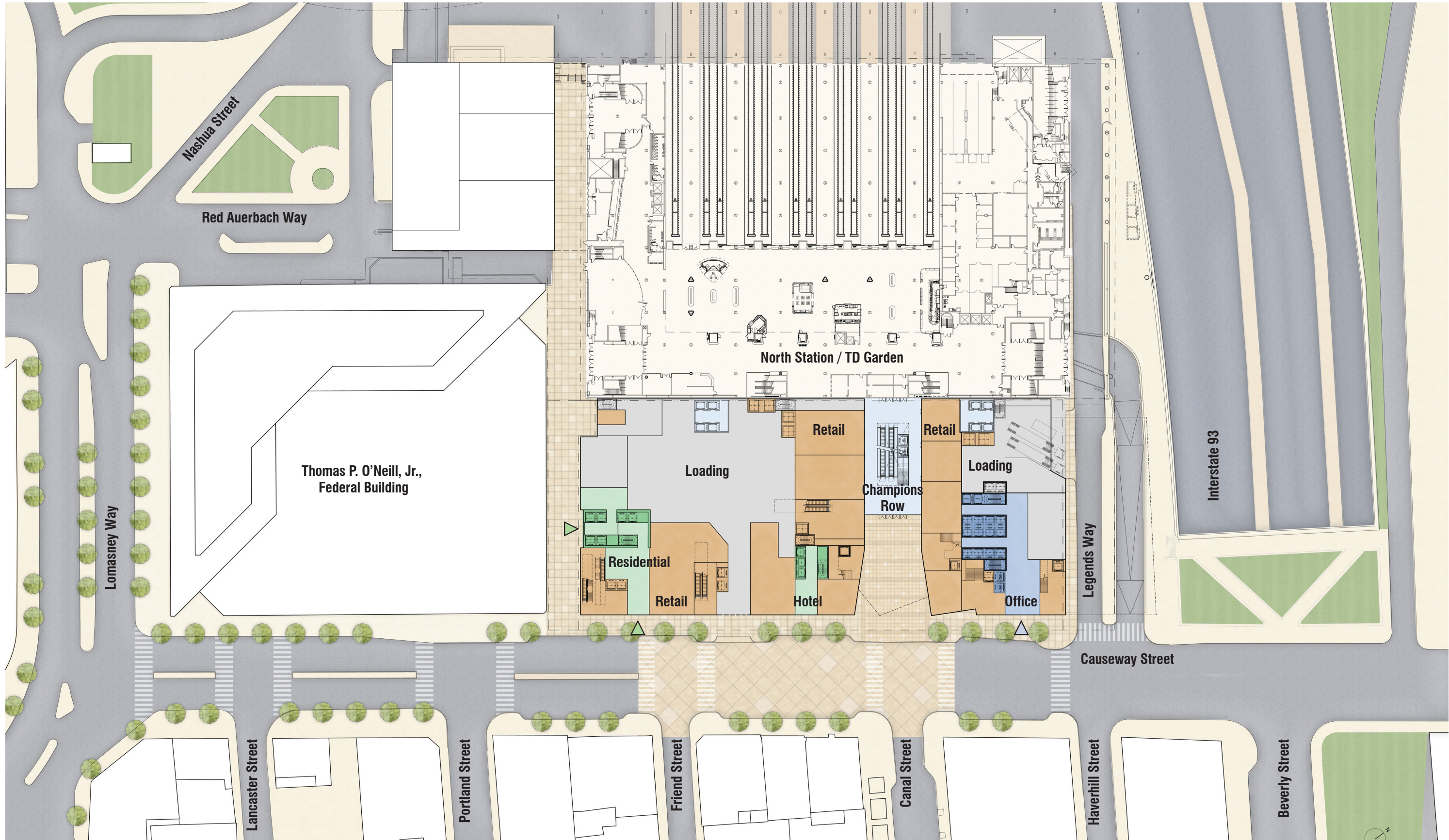
DESIGN PRINCIPLE 2



Design Principle 3:

North Station is both portal into the City and edge of the urban grid. The configuration of tall towers should signal this edge condition.

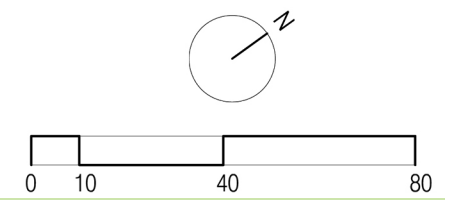
DESIGN PRINCIPLE 3

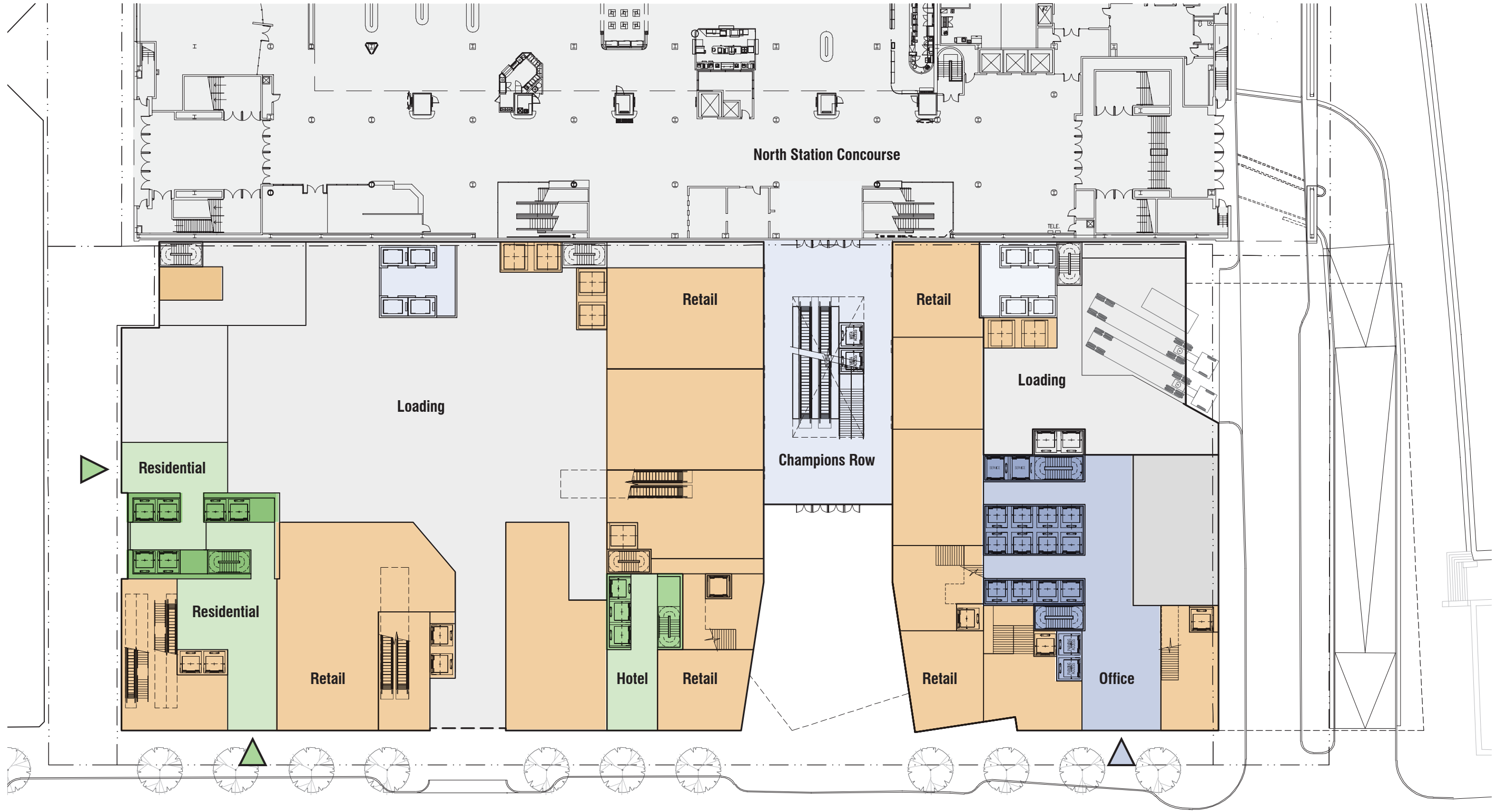


Site Plan

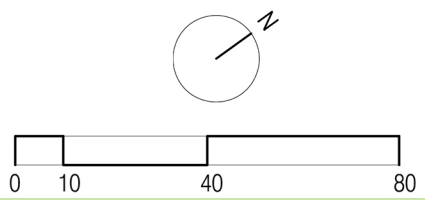


Lower Level Floor Plan





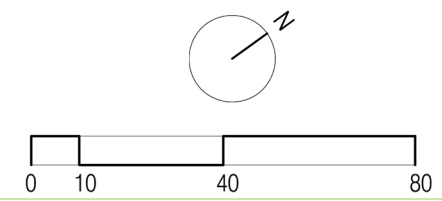
Ground Floor Plan

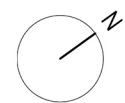
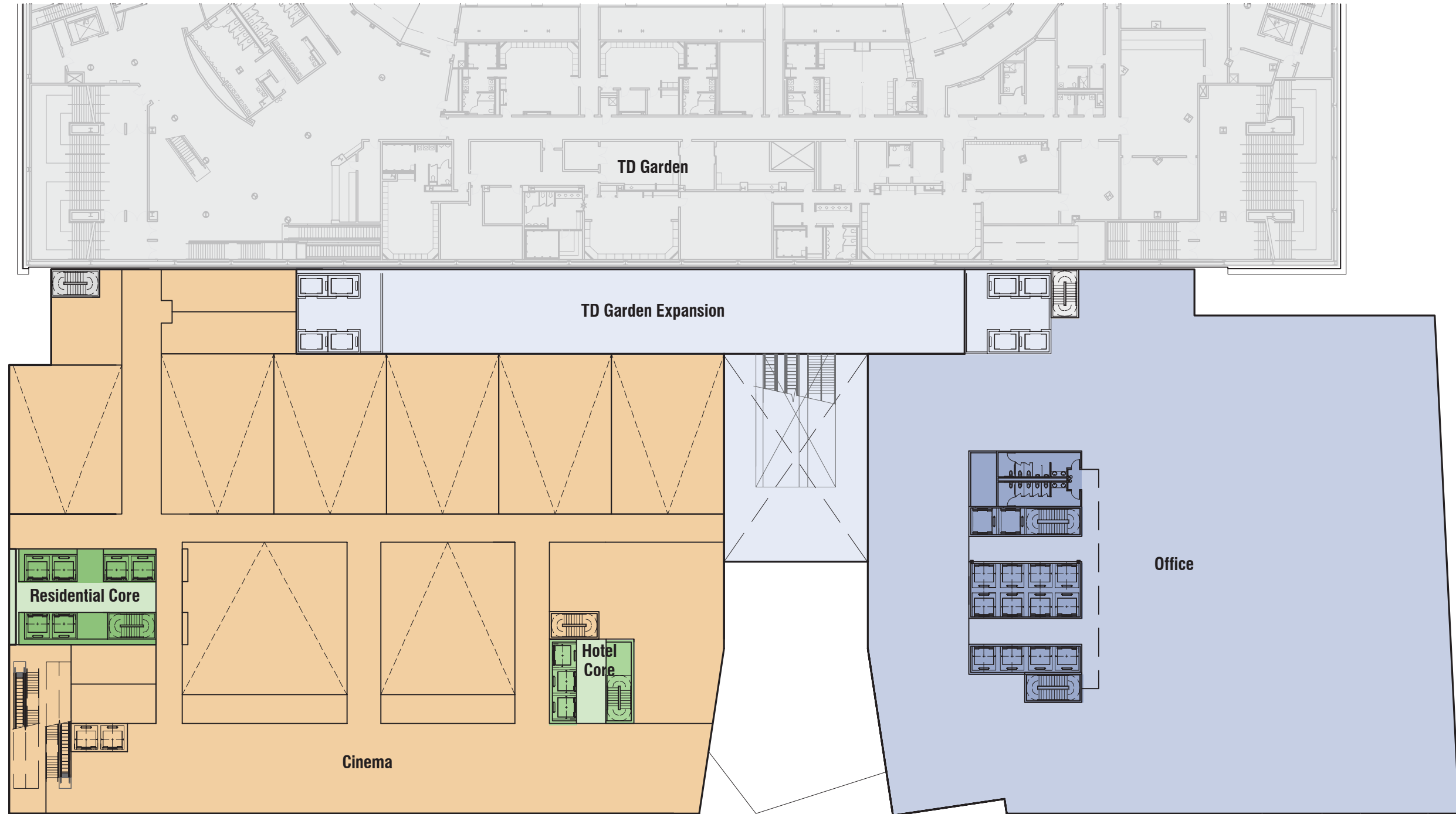




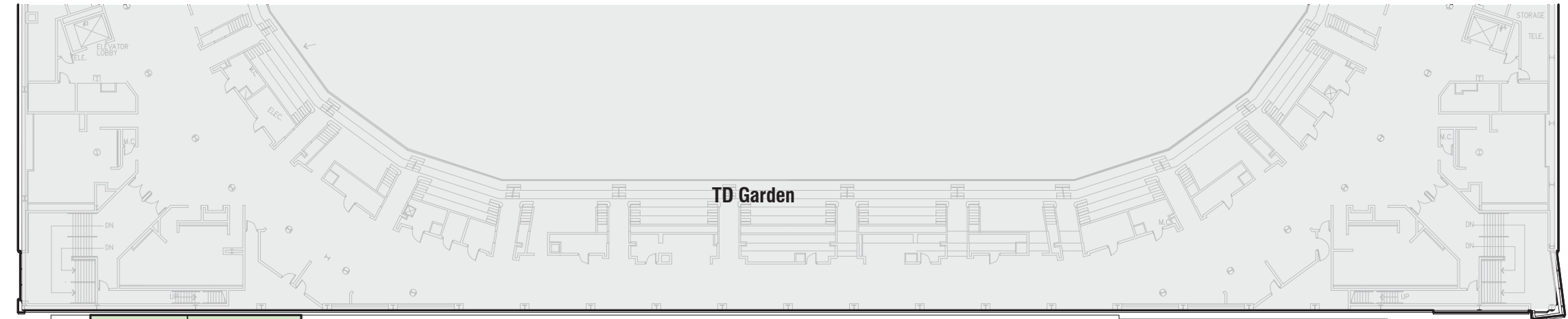
Second Floor Plan

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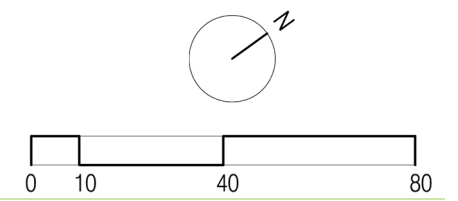




Third Floor Plan

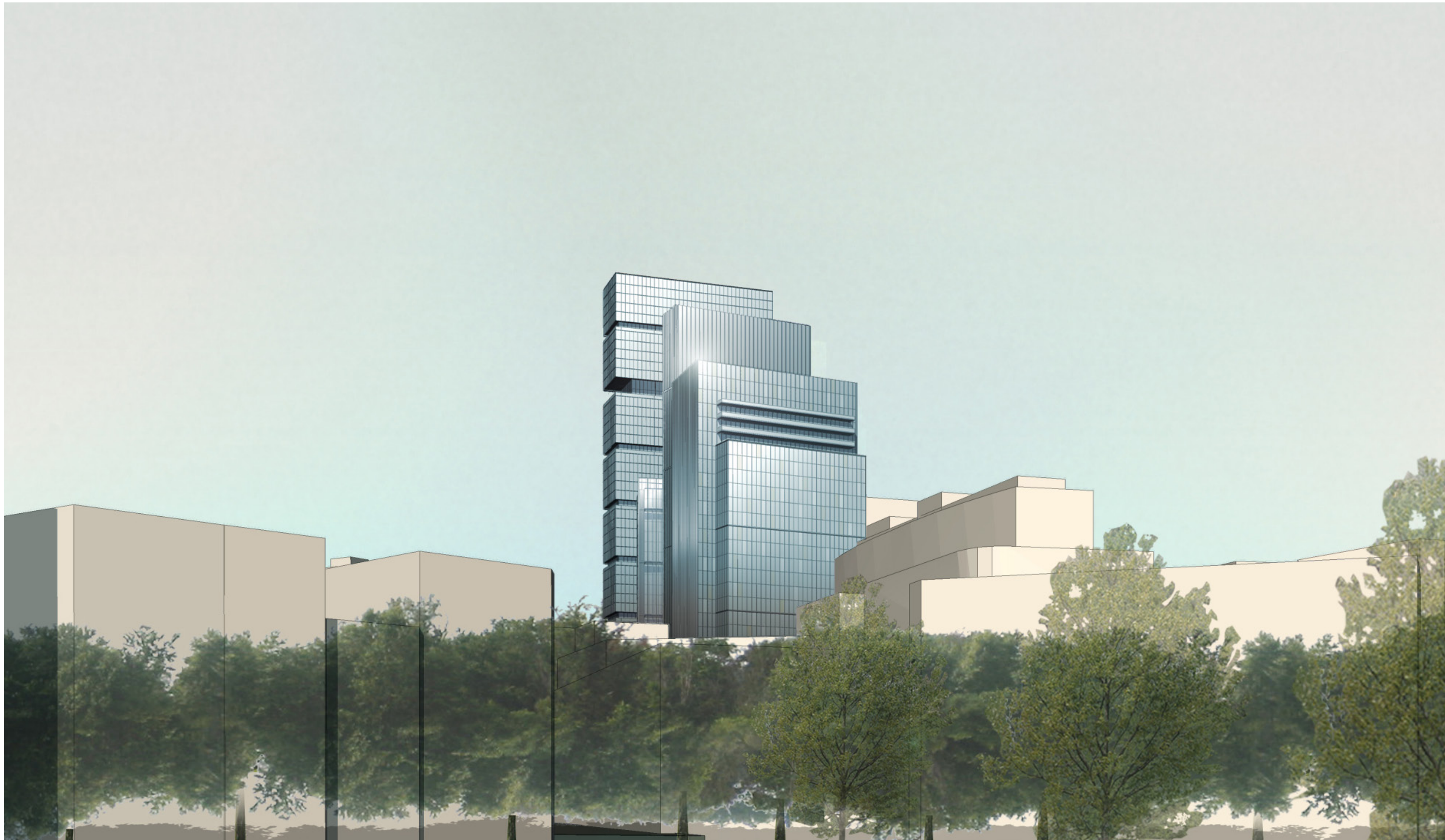


Typical Tower Floor Plan

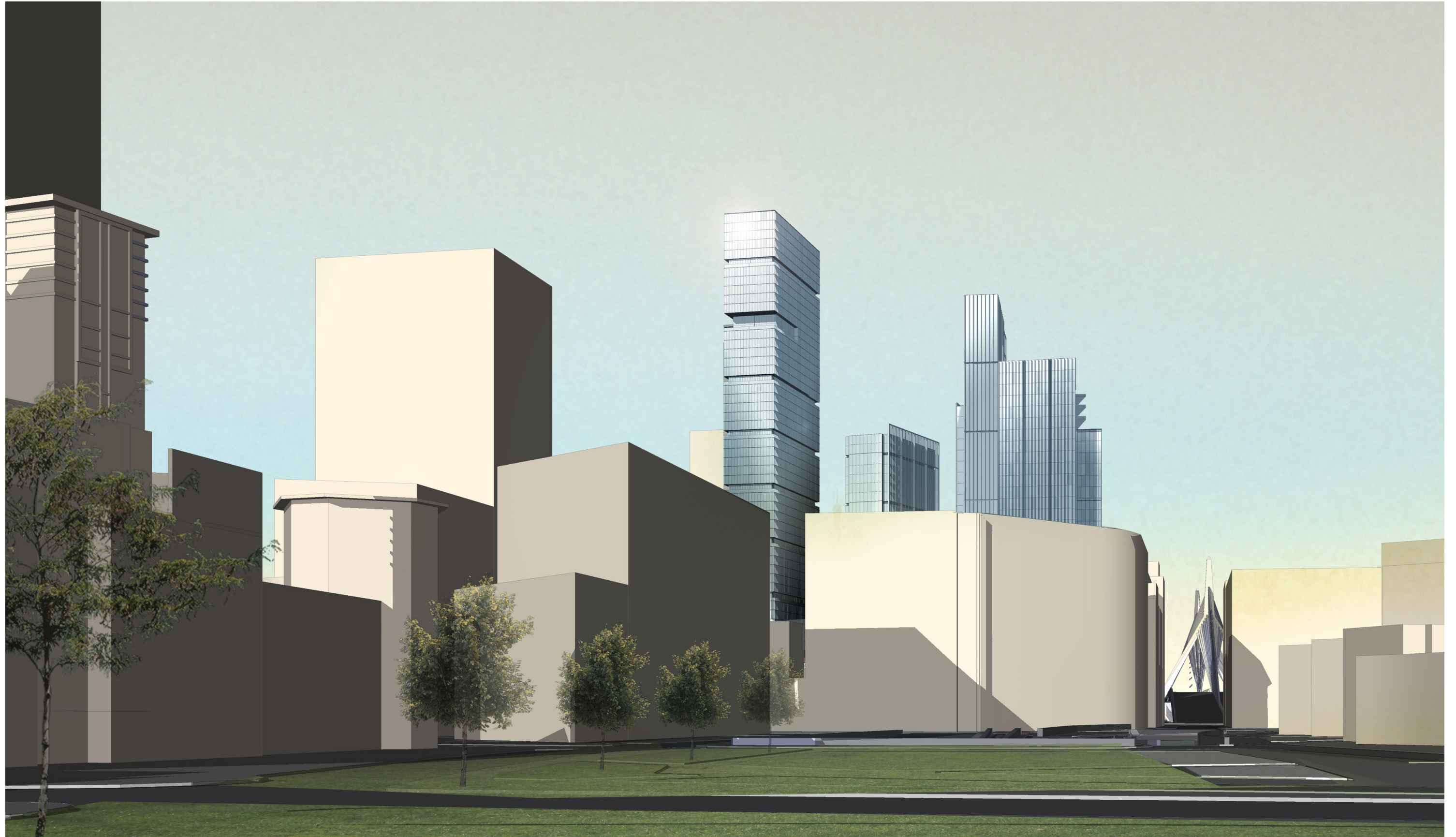




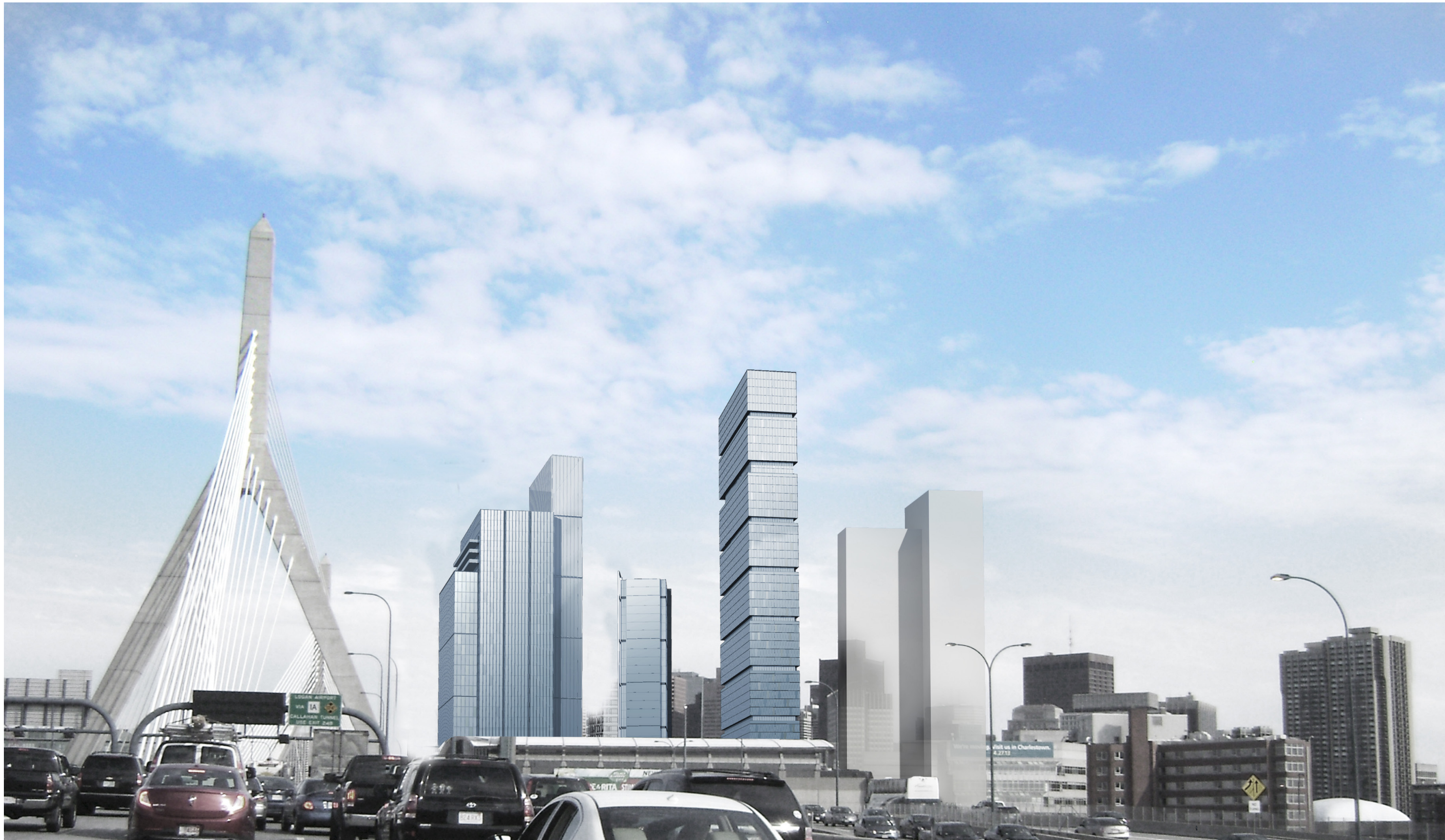
Aerial Perspective



View from the North End - Copps Hill Terrace



View from the Greenway



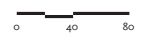
View from the Zakim Bridge

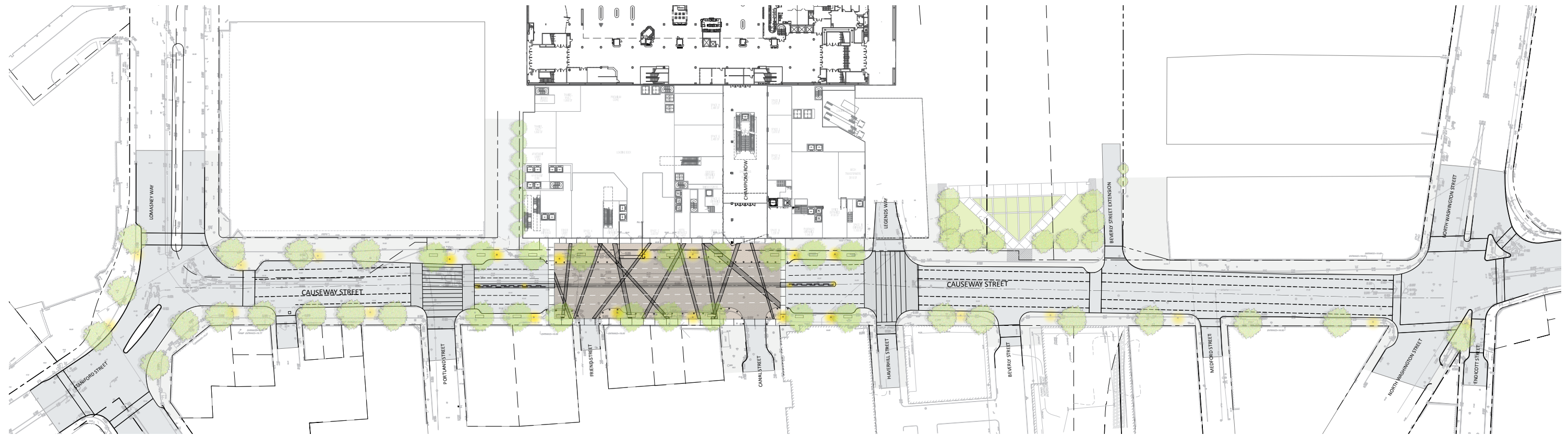


View from the Tobin Bridge

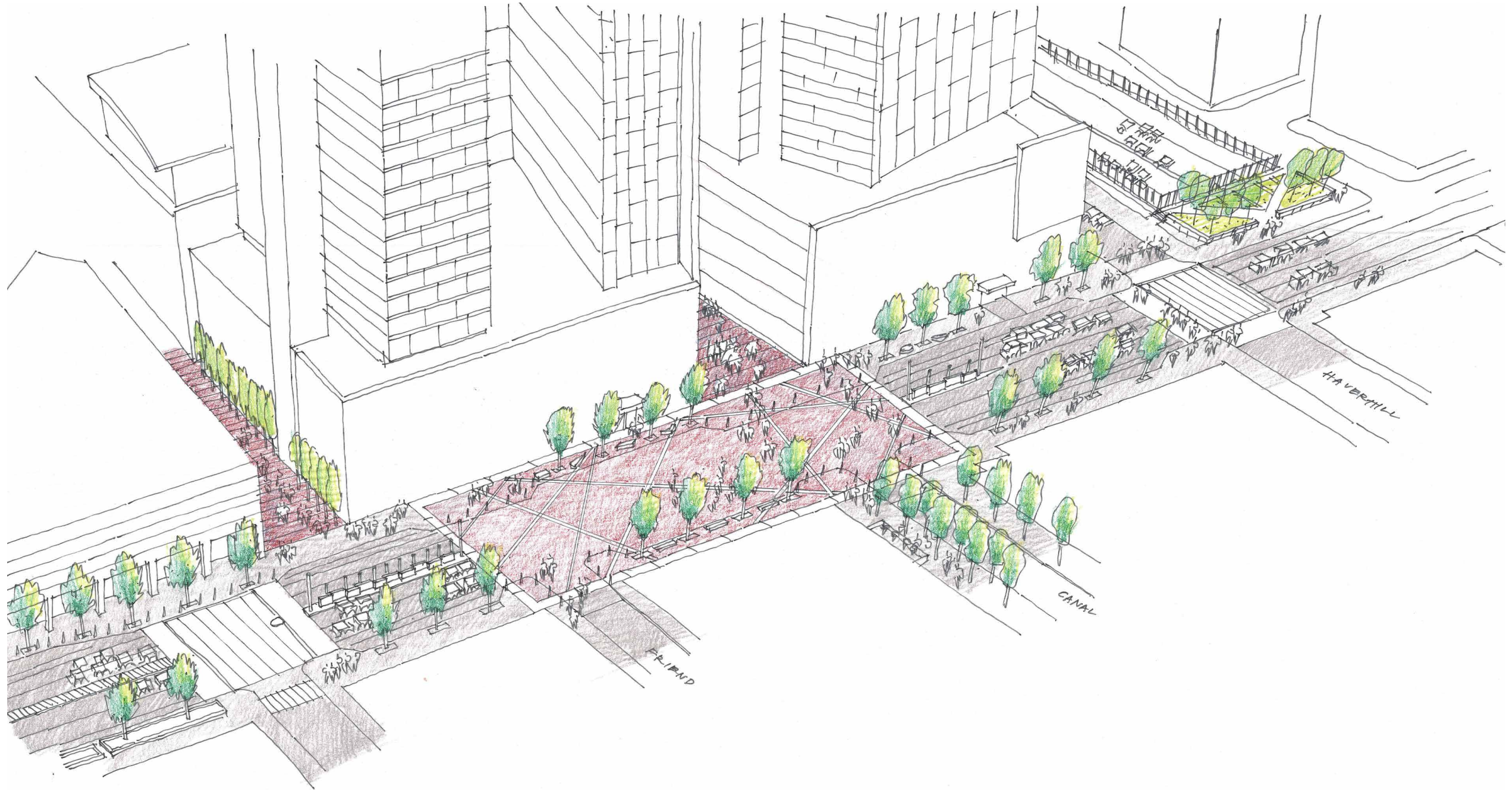


Causeway Street Elevation

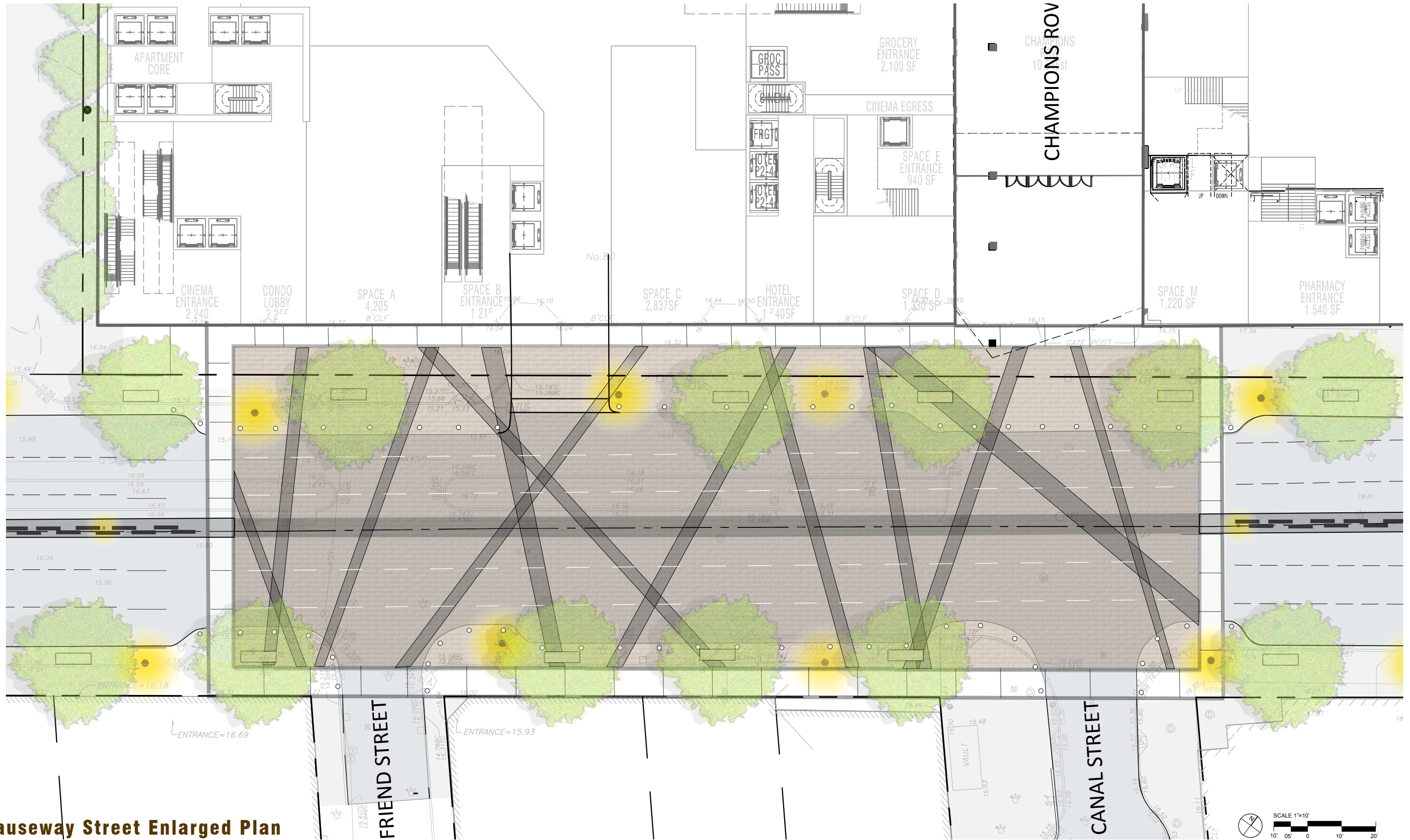




Causeway Street Plan



Causeway Street Perspective



Causeway Street Enlarged Plan